Speech of Shri Jagjivan Ram
Introducing the Railway Budget
for 1960-61, on the 17th February, 1960

Mr. Speaker,

Sir, I rise to present to the House the estimates of receipts and expenditure of the Indian Railways for the year 1960-61, the concluding year of the Second Five Year Plan.

Financial Results for 1958-59

2. As usual, I propose to give the House a brief resume of the completed accounts for the year 1958-59. The gross traffic receipts came to Rs. 390.21 crores, and fell short of the Revised Estimate of Rs. 394.38 crores by Rs. 4.17 crores. This drop was mainly under goods traffic and to a minor extent under other coaching earnings. Economic factors principally, and road competition partially, were the contributory causes. The total revenue expenditure, including net miscellaneous expenditure, was practically the same as the Revised Estimate figure of Rs. 331.35 crores. The net surplus was about Rs. 8.93 crores, against the Revised Estimate of Rs. 13 crores, the shortfall of Rs. 4.07 crores practically corresponding to the drop in earnings. The entire amount of the surplus was credited to the Development Fund as in the preceding year.

Review of the Railways' Second Five Year Plan

3. Before I come to the Revised Estimates for the current year, I shall give an account of the progress made in the Railways' Second Five Year Plan which will shortly enter its concluding phase. The Railways' Plan allocation was Rs. 1121.5 crores. During the four years upto March 1960, we would have spent about Rs. 872 crores out of the total allotment; we hope that we would cover the balance by the end of the Second Plan period.

4. In regard to the achievements of physical targets during the period of 4 years, the fleet of rolling stock would have increased by 14 per cent in locomotives, 27 per cent in wagons and 15.5 per cent in coaches, over the holdings at the beginning of the Plan. Railways would have completed doubling of nearly 700 miles and opened about 600 miles of new lines, with equal mileages in various stages of execution. It is significant that, in the planning and execution of these works, the priorities given to the requirements of the steel plants have conformed to their varying needs. The extensive doubling on the South Eastern Railway serving the steel works has practically been completed. Development of marshalling yards and other improvements in this area have moved in step with the requirements. A number of new lines in the steel and coal belts have been completed in time to feed the raw products into the steel plants.

Amongst the new lines, those under construction include Muri-Ranchi-Hatia, Baraset-Basirhat-Hasanabad, Karanpura-Ramgarh coal field area, Bakhtiarpur-Rajgir, Damodar-Kalipahari, Robertsganj Garhwa Road, Ghaziabad-Tughlakabad including the second Yamuna Bridge, Tildanga-Farakka-Khejuriaghat-Malda, Bondamunda-Dumaro, Baoridand-Karonji with spurs to Korea coalfields, Bondamunda-Nowagaon-Puranapani, Sambalpur-Titilagarh, and the remaining 73 miles of Khandwa-Hingoli line.

Doubling of the line between Barsoi and Siliguri is under construction which, with the conversion of Barsoi-Malda-Katihar to Broad Gauge and construction of the Broad Gauge line between Tildanga-Farakka and Khejuriaghat and Malda, will provide a through Broad Gauge route between Calcutta and Siliguri. This will greatly improve the communications in this area, and help augment the capacity for the movement of oil and other traffic from Assam.

The conversion of Gudivada-Bhimavaram Section on the Southern Railway is also in progress.

Doubling of Barauni-Samastipur Section by a Broad Gauge line has also been sanctioned, to ease the difficulties of transport in this area.

Final location surveys for Udaipur-Himmatnagar, Jhund-Kandla Delhi Avoiding Lines, Hindumalkot-Sri Ganganagar, PatharkandiDharmanagar, Diva-Panvel-Uran, Guna-Shajapur-Maksi and BimalgarhKiriburu projects are in progress as a preliminary to the constructions. These, together with Bailadilla-Kottavallasa Survey, aggregate to nearly 900 miles.

The bridge over the Ganga at Mokameh was opened to traffic by the Prime Minister on the 1st May, 1959. I am happy to say that the work was completed 8 months ahead of schedule.

The foundation stone of the Brahmaputra Bridge was laid on the 10th January, 1960, by the Prime Minister. Of the 11 main piers, two have been completed, and the work on 5 piers is in progress. One of the

two shore piers has also been completed. Fabrication and erection of girders will be taken in hand during the course of the year. With the completion of this Bridge, an important missing link in the network of Railways in Assam will have been provided, and this will, greatly assist the industrial growth of this area.

The work of electrification on Durgapur-Gaya, Asansol-Sini-Tatanagar-Rourkela and Rajkharswan-Dongoaposi on the Eastern and South Eastern Railways is progressing satisfactorily, and is expected to be completed during the Second Plan.

With regard to the remaining sections, contracts for the supply and erection of Overhead Equipment for sections Gaya-Moghalsarai and Khargpur-Tatanagar are likely to be placed soon. Civil Engineering works are in progress on Sealdah-Ranaghat and Duet Dum-Bongaon sections. On the Igatpuri-Bhusawal section as well, the Civil Engineering survey is proceeding. On the Madras-Tambaram-Villupuram section, 80 per cent of the Civil Engineering. works are complete, and technical details are being worked out, to undertake the electrification.

5. The Railway Plan was designed to gear up the entire machinery to handle a total of 162 million tons of goods traffic and an increase of 15 per cent in passenger, traffic. The yearly rise of goods traffic has been from 114 million tons to 124 million tons in the first year; to about 132.5 million tons in the second year; to about 135 million tons in the third year, and is anticipated to rise to 145 million tons in the fourth year. During the third year of the Plan, there was a setback to the economic development in the country of which we took note and rephased our requirements. Subsequent trends, however, indicate a revival of vigour in the national economy reinforced by a progressive development of steel production. The current and the future outlook thus seems much brighter. Agricultural production and the heavy industries are now coming up. The opening of the `Rajendra Pul' near Mokameh has brought fresh life into the transport network in the North Bihar, West Bengal and Assam, and forebodes a good prospect for the economic advancement of this area. The two new refineries - one at Gauhati and the other at Baratini, are the beginning of this process and will bring additional traffic. Having regard, to these prospects, it is anticipated that the Railways may be called upon to carry 17 million tons of additional traffic in the ensuing year, thus concluding the Plan by the achievement of the target of 162 million tons. It is to be appreciated that, with an increasing tempo and seasonal fluctuations, the output during the busy months commencing from December will greatly exceed the average for which we have to provide.

I am glad to say that the execution of developmental works which, as the House is aware, are of an unprecedented nature, has kept pace with the industrial growth and is in consonance with the total monetary allocation, nearly 78 per cent of which will have been spent during the four years ending 1959-60. Adjustments made in the Plan from time to time have kept in view the total allocation and the need for conservation of foreign exchange. We expect to achieve a saving. of about Rs. 90 crores in foreign exchange.

The increase in the passenger traffic at the end of the first three years of the Plan was nearly 12 per cent. During the current year, it would appear that the rate of increase may be higher than the average for the three earlier years, and it seems evident that the anticipated increase of 15 per cent by the end of the Plan will be exceeded.

6. It is premature to apprise the House of the developments envisaged in the Third Five Year Plan of the Railways, as the whole question hinges upon the transport needs which will, emerge out of agricultural and industrial growth. This matter at present is under the consideration of the Planning Commission, and until a complete picture of these developments has been finalised, Railways' Plan will remain undefined. We are aiming at a rapid advance with a view to the development of a self-generating economy, and in this endeavour the heavy, industries will have a prominent share. There is, therefore, little doubt that the dominant role of rail transport in this expanding economy, will continue. Our developmental machinery is well geared to undertake bigger tasks, and I need hardly assure the House that the Railways will not shrink from added responsibilities or shouldering greater burdens whatever be the calls made on them in the future.

Transport Position

7. Reverting to the year 1958-59, the depressed economic climate in a fence led to a shortfall in the anticipated increase of traffic. This was purely a reflection of the economic setback experienced by the country, due inter alia to a low agricultural production, foreign exchange difficulty, shortage of industrial raw products, and a depressed export market due to a phase of economic recession in some of the leading countries of the world with whom we have trade relations. Operational machinery had, however, been geared to a higher rate of advance, and the shortfall in anticipations naturally led to the rolling stock remaining temporarily idle with consequent adverse effect on the operational results.

8. The trends in the current year, however, are refreshing. Things started looking up from February, 1959, and the indications are that the current year will end up with the handling of an increased tonnage over 1958-59 of a little more than 10 millions. This will still be less than the estimated figure of 14 million tons mentioned in my last Budget Speech. This is mainly due to a drop in the output of coal production. During the, slack months, thousands of wagons remained idle in the coalfields and elsewhere, and by the end of October, 1959, the stocks at the pit heads had run down to a low level. This was the time to build up stocks of coal with the consumers, but due to deficient production this could not be done in accord with the wagon availability. Since the third week of November, 1959, there has been a steep rise in the demand for wagons leading to some arrears both in respect of general goods and coal. Every endeavour, however, is being made to ensure that the industrial needs are fully met. Considerable chasing has been done to improve the turn around of wagons, and about 10 per cent more traffic than in 1958-59 is now being carried, with only 3 per cent increase in wagon supply. This increased demand has synchronised, unfortunately, with the delay in the receipt of steel, on account of which wagon manufacture programme has suffered a satback at a time when wagons are most needed. It is, however, hoped that the steel supply Will Materialise shortly; and with the special step Which have been taken to overtake the, arrears in the manufacture of wagons, it is expected that the stream of fresh supplies, which comes out mainly in the coalfield area, will help to liquidate the outstanding demands.

9. The Railways' experience from year to year, however, emphasizes the imperative need of evening out the wagon demand to the maximum extent practicable during the busy and the stack seasons. It is to be appreciated that, if Railways are to work economically and efficiently, we cannot countenance a large surplus of rolling stock lying idle during the slack season, though admittedly the utilisation of rolling stock at the same level as in the busy season cannot be expected. A large surplus of wagons is wasteful in many ways. It needs additional yard accommodation for stabling, the immobilisation involves extra expenditure on maintenance, and special staff is needed to check pilferage of fittings. I would, therefore, earnestly plead for the cooperation of Trade and Industry in the country, and request that stocks of minerals, coal and other non-perishable goods may be built up at the source during the busy season, so that they could be shifted to the consuming centres during the slack season. This would maximise the utilization of Railways' rolling stock, and obviate a considerable waste for, which ultimately Trade and Industry have to pay.

10. It is a matter of satisfaction that the Railways have been able to meet the challenge of increasing traffic concurrently with the strains and stresses inherent in an extensive developmental programme, as works in execution inevitably hinder and slow down the natural flow of traffic necessitating as it does operational restrictions, engineering blocks, diversion of traffic, etc. Abnormal floods during the monsoons caused extensive breaches and added to our problems. The Railways, however, showed commendable zeal and resourcefulness in circumventing these difficulties, and kept the loadings generally current. The outstanding registrations, which stood at 57,356 wagons on the Broad Gauge and 25,444 wagons on the Metre Gauge at the end of March 1958, were brought down to 32,439 and 23,442 wagons respectively on 31st March, 1959, during the peak of the busy season. There was a further drop to 7,591 wagons on the Broad Gauge and 15,956 wagons on the Metre Gauge by the end of October, 1959, representing less than 2 days' loading.

11. We are devoting sustained attention to the removal of bottlenecks. Movement via the important transhipment points has been fairly satisfactory. The transhipment at Viramgam and Sabarmati was substantially stepped up, and steady flow of traffic was maintained throughout the year 1958-59. Similar improvement was effected at a number of other transhipment points. The performance at Garhara (Barauni), where the transhipment work was shifted from May 1959, after the completion of the `Rajendra Pul', deserves special mention. In spite of the teething troubles to which every new yard is liable the performance has shown progressive improvement; and conditions have since stabilised. While the, transhipment at Mokameh Ghat had varied from 90 to 100 Broad Gauge wagons per day, transhipment at Garhara yard rose to 158 in November 1959. The movement via Moghalsarai, which has been somewhat restrictive, was also better, being an average of 2,184 wagons in the Up direction, against 2,037 in the previous year, and a record figure of 2,568 in September 1959.

12. The speeds of goods trains, about which comments were made by the Hon'ble Members at the last budget discussion, registered a general improvement on all the Railways. Compared with the corresponding period of the last year, the increase was about 8.8 per cent on the Broad Gauge and 4.9 per cent, on the Metre Gauge upto November, 1959. It is hoped that, with the improvement in facilities and removal of restrictive factors coupled with the persistent drive which has been initiated by the Railway Administrations at all levels, this important feature of operation would show a significant change for the better. A detailed study of this problem has also been made recently by the Efficiency Bureau of the Railway Board; their recommendations will be followed up.

13. The problem of punctuality of passenger trains has received our constant attention. The average performance in 1958-59 did not show a significant change compared with the previous year, though it was slightly better. A noteworthy feature, however, is that the subsequent results have been distinctly better; and in particular, during the summer months when human endurance is taxed to the utmost and in rainy months when other factors intervene, the performance has greatly improved. Results attained for all trains during the period April to October 1959 were 82.9 per cent on Broad Gauge and 81.8 per cent on Metre Gauge, as compared to 76.3 per cent and 79.0 per cent respectively during the corresponding period in the previous year.

14. I wish to assure the House that the Railways are alive to the need to keep up the general operational efficiency, and to this end they have mobilised all their energy and resources. Wagon chasing has been intensified, marshalling yard delays are under constant review, loads of goods trains are being watched, and long distance marshalling and formation of blockloads is being resorted to. "Crack Specials" and Express goods services, which have speeded up movement, are being extended wherever practicable.

15. It had been considered that longer and heavier freight trains could provide an effective solution to our problems in the steel and coal belts. With growing industrialisation, this solution would equally apply to some other areas as well. A small nucleus of large capacity bogie wagons, fitted with couplers of adequate strength, together with suitable type of motive power, hive been procured in this connection. Further expansion of similar equipment has been programmed. 100 main line diesel locomotives have already been commissioned for this purpose. A few 3,000 ton trains, as against the normal load of 1,900 tons, have already been introduced. Trials with trains loads upto 6,800 tons have also been conducted.

16. In deference to the wishes of the House, I have placed a separate note with the Budget papers, which endeavours to give a picture of our performance in relation to costs and brings out clearly the important operational features. It is, therefore, unnecessary for me to dilate further on the details of operational efficiency.

Revised Estimates 1959- 60

17. Coming to the current year's Revised Estimates, the passenger traffic, which showed signs of revival towards the end of the last year, has maintained this trend, and an advance of about 8.42 per cent on the Broad Gauge and 3.98. per cent on the Metre Gauge has been registered in the passenger miles upto the end of October, 1959, as compared to the corresponding figures of the previous year. The Revised Estimate of Passenger Earnings is now placed at Rs. 124.08 crores, or an increase of Rs. 5.78 crores on the budgeted figure. An increase of Rs. 1.20 crores is anticipated under "Other Coaching Earnings" and about Rs. 1.60 crores under "Sundries" partially accountable to an increased turnover in Departmental Catering.

The goods traffic, as indicated earlier, is likely to advance by about 10 million tons, as against the original estimate of 14 million tons. In consequence, goods earnings; have been assessed at Rs. 264.00 crores, registering a shortfall of Rs. 8.58 crores from the budgeted amount. In view, however, of the anticipated increase under passenger, other coaching and sundries, it it not proposed to alter the overall budget figure of Rs. 422.03 crores for gross traffic receipts.

18. The ordinary working expenses for the current year are estimated in the net to exceed the Budget figure of Rs. 283.71 crores by about Rs. 8.21 crores. The bulk of this increase - amounting to about Rs. 6 crores - is due to unavoidable or unforeseen items of expenditure, such as expenditure on repairs to track, bridges and other assets damaged by abnormal floods on a number of railways, increase in the price of coal and in excise duty on coal and fuel, increase in the price of other. supplies, increased consumption of coal due to supplies of a greater proportion of inferior quality, etc. It will be appreciated that, as a result of continued strict control over expenditure, the increases have been limited largely to unavoidable items.

19. The contribution to Depreciation Reserve Fund has been maintained at Rs. 45 crores. With a reduction in miscellaneous expenditure of about a crore of rupees, chiefly under expenditure on Open Line Works chargeable to Revenue, and an increase in miscellaneous receipts of about Rs. 87 lakhs, the surplus is now expected to be Rs. 14.75 crores; this will be credited to the Development Fund.

20. The Revised Estimate of expenditure on Works, Machinery and Rolling Stock during the current year has now been placed at about Rs. 196.10 crores, or a reduction of about Rs. 39.08 crores from the Budget Grant. The shortfall is mainly under Rolling Stock and Electrification. The shortfall under Rolling Stock is attributable largely to a drop in wagon manufacture, owing to the difficulty in the availability of the matching steel which is likely to be made good during the Budget year. As regards Electrification, this was due to some setback in the anticipation regarding procurement of Overhead Equipment for certain sections and in the delivery of electric locomotives which are likely to be substantially overtaken in the coming year.

Fund Balances

21. It is anticipated that the balances at the end of 1960-61 in the. Depreciation Reserve Fund and Revenue Reserve Fund together will be about Rs. 71 crores. The Depreciation Reserve Fund opened with a balance of Rs. 98 crores at the beginning of the Second Five Year Plan; but with the extensive rehabilitation programme under way, there have been substantial inroads into the Fund, which is likely to close with a balance of about Rs. 18 crores. I am alive to the need to build up an adequate amount in the Depreciation Reserve Fund. This matter should, however, await the recommendations of the next Convention Committee to whom this question, amongst others, will be specifically remitted. The Revenue Reserve Fund remains undisturbed, and the balance will stand at about Rs. 53 crores. In regard to the Development Fund, which is fed solely from revenue surpluses, I had explained in my last Budget Speech why, it had become necessary to ask for a temporary loan from the General Revenues. The loan of Rs. 10.88 crores asked for in the budget of 1959-60 will not now be sufficient, as the revised estimate of Rs. 14.75 crores falls short of the budgeted surplus of Rs. 21,19 crores; and in consequence, the loan will have to be stepped up to Rs. 14.85 crores. In the ensuing year, a loan will again be necessary, but of a smaller amount.

Convention Committee

22. As the House is aware, the period covered by the 1954 Convention was extended by one year at the last Budget Session. The present Convention will, therefore, expire on 31st March, 1961, and I shall come up shortly with the request to set up the next Convention Committee to review the working of the present Convention and submit recommendations in advance of the next quinquennial period (1961 to 1966).

Pay Commission

23. The Government have announced their decision on some of the major recommendations contained in the Pay Commission's report in regard to pay and allowances, retirement benefits, casual leave, etc. The fixation of pay of a large number of staff in the revised pay structure, the computing of the net additional amounts due, after the merger of dearness allowance in pay wherever required and recovering provident fund fund arrears therefrom, will, necessarily take time. Special machinery has been set up to do the work as expeditiously as possible. Nevertheless, it would not be feasible to complete the work and to make the payments in the current year, these will be made in the next year, including also the amounts due in respect of the current year. The cost of the implementation of the Pay Commission's recommendations works out approximately to Rs. 13 crores per annum. A total provision of about Rs. 20 crores has been made in the 1960-61 Budget, to cover payments due both in respect of the budget year as well as in respect of the current year from 1st July, 1959.

Budget Estimates 1960-61

24. I now turn to the Budget Estimates for 1960-61 There has so far been an upward trend in passenger traffic in the current year. This trend might taper off and the Budget Estimate of Passenger earnings for 1960-61 has been placed at Rs. 125.50 crores, providing a small increase of Rs. 1.42 crores over the current year's Revised Estimate. The estimate of "Other Coaching Earnings" has been placed at Rs. 25.00 crores, or practically at the same level as for the current year. The estimate of goods earnings provides an increase of Rs. 27.00 crores and has been placed at Rs. 291.00 crores. This is based on the assumption that the Railways will be called upon to carry about 17 million tons of additional traffic, bringing the total goods traffic to, about 162 million tons. The increase is made tip of 3 million tons of general goods traffic, 4 million tons of coal for the Railways and public, 1 million tons of export ores and 9 million tons of raw products and finished steel Sundry earnings are estimated at Rs. 10 crores, or at the same level as the Revised Estimate. After allowing for a small variation in traffic `Suspense', the Gross Traffic Receipts for 1960-61 are estimated at Rs. 450.50 crores on the existing fares and freights.

25. The Budget Estimate of Ordinary Working Expenses for 1960-61 has been placed at Rs. 326.90 crores, providing an increase of Rs. 34.98 crores over the Revised Estimate of Rs.291.92 crores for the current year. This increase covers a sum of Rs. 20.12 crores for implementation of the recommendations of the Pay Commission in respect of the period 1st July, 1959 to 31st March, 1961. Rs. 1 crore is provided for proposed assumption of `carrier liability' by the Railways in the course of 1960-61. The balance of the increase viz., Rs. 13.86 crores, has to be viewed in relation to the anticipated additional traffic receipts of Rs. 28.47 crores; there will be increases in expenditure necessitated by the requirements of additional traffic, as well as by other factors. Provision has been made for a complete year for increase in the price of coal and in excise duty on coal and fuel, which came into force in the course of 1959-60. The effect of annual increments to staff and the progressive increase in their medical, health and welfare facilities, etc., have also been taken into account.

26. The provision for Open Line Works chargeable to Revenue in 1960-61 has been placed at Rs. 14 crores. With further outlay on capital works, an increase of about Rs. 2.75 crores is anticipated in the Dividend payable to the General Revenues. Allowing for minor variations, the likely revenue surplus for the Budget year for credit to the Development. Fund, left after meeting the, large commitments arising from the Pay Commission's recommendations, etc., will work out to a very small figure of about Rs. 4.5 crores only.

27. Hon'ble Members will appreciate how due to various reasons such as progressive liberalisation of the wage structure and of other conditions of service of staff, in pursuance of general Governmental policy, steady rise in the prices of materials and in particular, coal, and the increasing emphasis laid on the standard of the Railways' service to the public, there is an inevitable increase in Working Expenses. In spite of the utmost attention paid to the securing of economies in operation, maintenance and administration, the increases which are of substantial magnitude cannot be balanced.

I mentioned in my last year's Budget Speech that the Railway Freight Structure Enquiry Committee's recommendation relating to the responsibility of the Railways as carriers was under detailed examination. This examination has now been completed; and taking into consideration also the long-standing demand of the trading public in this matter, it is proposed to implement the recommendation and to bring up the necessary legislation for this purpose at an early date.

28. These increasing commitments, make it imperative that suitable adjustments must be made in freight rates. The House may recollect that, while making a statement in connection with the implementation of the recommendations of the Railway Freight Structure Enquiry, Committee, I explained that, instead of an overall increase of about 13 per cent recommended by the Committee, only an increase of 4 per cent was being made to minimise the incidence on the general price structure. In the present Circumstances as explained, I propose, with effect from 1st April next, to levy a supplementary charge of 5 naye paise per rupee on freights of goods and coal traffic, excluding export ores, Military, Postal and Railways' own traffic. The incidence of this increase, on an average, will be less than 5 nP. per maund, or in terms of the retail unit of sale, about $^{1}/_{8}$ th nP per seer. I have deliberately kept the proposed increase as low as possible. The anticipated yield will be about Rs. 14 crores a year.

29. The Budget Estimate for the Works, Machinery and Rolling Stock has been placed at Rs. 222.81 crores. Of this, Rolling Stock accounts for Rs. 79.06 crores, Plant and Machinery Rs. 4.64 crores, construction of new lines and restoration of dismantled, lines Rs. 55.86 crores, track renewals Rs. 27.20 crores, other Open Line Works etc. Rs. 54.30 crores, and investment in road services Rs. 1.75 crores.

The provision for Railway users has been kept at about Rs. 2.20 crores, while a provision of about Rs. 9 crores has been made for staff amenities and staff quarters.

Economy in Fuel Consumption

30. The problem of fuel economy has been receiving our constant attention. Of the 41 recommendations made by the Expert Committee on Coal Consumption on Railways in August, 1958, all but four have been accepted and a majority of those requiring action by the Railways have been implemented. An Inspection Organisation is being set up under railway control, as recommended, to ensure that coal loaded by collieries conforms to the specified grades; complementary to this, the procurement of coal will be done under contracts executed by the suppliers with the Railways, so that the Railways themselves could deal with the collieries which do not give satisfaction, instead of leaving this to the Coal Controller. The recent grading of outlying coals is in line with the Committee's recommendations, and, the revision of grades allotted to collieries in the Bengal and Bihar Coalfields is being pursued. Unfortunately, the quality of coal supply has deteriorated further; and apart from increasing consumption, it has adversely affected operation. Punctuality of passenger trains has suffered, and increased stalling and time failure of engines are in evidence.

It is imperative that coal washeries should be set up as early as possible, so that a consistent quality of coal supply to the Railways may be ensured. These matters so vital to us are being pursued with the Ministry of Steel, Mines and Fuel (Department of Mines and Fuel).

Fuel economy efforts in the meantime have been directed towards checking up on sub-grade supplies and making the best use of the coal received, besides ensuring a judicious distribution of the available supplies, balancing stocks, between sheds and diverting coal wagons to sheds fn distress. Coal trials recommended by the Expert Committee have also been completed, and Railways have been directed to revise the trip rations accordingly. On the Southern Railway, the rise in consumption during the past year was investigated by a Departmental Committee, with which an experienced locomotive driver was associated. Similar examinations will be made on other Railways as required.

External Assistance

31. In my last Budget Speech, I referred to the loan of 85 million dollars from the World Bank; this was received in September, 1958. The loan was fully utilised by 31st March, 1959. In July, 1959, a subsequent loan of 50 million dollars was negotiated with the World Bank. I may add that negotiations in respect of a further loan of 30 million dollars from the Development Loan Fund, of America have been practically finalised.

Self-sufficiency on Railways

32. An endeavour towards self-sufficiency has been the key-note of the policy pursued by the Railways. The Chittaranjan Locomotive Works produced 165 locomotives in 1958-59, and are expected to turn out 173 locomotives during the current year and 168 in the following year. A steel foundry of 7,000 tons capacity is being set up in the Works, with a provision for expansion to 10,000 tons. This is another step towards self-sufficiency and conservation of foreign exchange.

TELCO Works delivered 103 locomotives in 1958-59, 100 are likely in the current year and the same number in the following year. In this connection, the House may be interested to know that the Arbitrator, who was appointed to determine the prices payable to Telco for locomotives to be supplied from Ist April, 1958 to 31st March, 1960, has awarded a price of Rs. 3,80,917 per locomotive; this is against the price of Rs. 3,92,861 claimed by Telco and Rs. 3,74,994 offered by the Railway Board.

The production in the Integral Coach Factory has been rising steadily. It turned out 380 coaches during 1958-59 and its production during the current year is likely to be slightly more. The second shift working recently introduced would further increase the, out-turn. The average cost of manufacture is also coming down progressively.

We are now self-sufficient in respect of steam locomotives, with steady increase both in the number produced and in the indigenous content. In fact, a stage has been reached when we can enter the export market. The standard of manufacture is high and our costs are competitive. Similarly, in respect of , wagons and coaches, we are self-sufficient, and here again we can build for export.

Electric multiple units (coaches) have been manufactured indigenously for the first time at Jessop's Workshop in Calcutta. Arrangements are being made to start production of electric locomotives at Chittaranjan. Manufacture of Diesel locomotives is being planned through private agencies. Indigenous manufacture of the components for the Overhead Equipment for Electrification is also being progressed.

33. The Development Cell of the Railway Board continued to function in coordination with the Development Wing of the Commerce and Industry Ministry, to accelerate the pace of indigenous production of other railway equipment. During the current year, new items of equipment, such as turbo-generators for locos, relays for train lighting, catenary and contact wire for electrification works, were produced in the country for the first time. Analysis of purchases made by the Railways during 1958-59 shows that, excluding raw materials and, basic steel, imports account for only 10, per cent of the total purchases. Similar trend has been maintained in the current year, notwithstanding the progressive increase in the purchase of new types of equipment, such as diesel spares, electric signalling equipment, roller bearings, etc.

34. With a view to encourage the small scale industrial enterprises, as part of the Government's general policy, the Railway Administrations have been instructed to purchase a limited number of specified items exclusively from small scale units and have been authorised to give a price preferential upto a maximum of 15 per cent to those recognised by the National Small Industries Corporation.

35. A Productivity Cell has beet set up in the Board's Office to improve the productivity in Railway Workshops by the introduction of' incentive bonus on the Chittaranjan pattern. This decision has been taken in consultation with the Federations of Labour, and their full support has been assured in this endeavour. Time studies are in progress in a number of workshops for building up the norms, both for manufacturing and repair operations. At the Integral Coach Factory, Perambur, the incentive scheme has been introduced in one section, and will be extended by progressive stages.

In the nature of things, Railways turn out considerable quantity of ferrous scrap. Instead of disposing it of as waste material, a special drive for its reclamation and utilization, to the maximum extent possible, has been instituted. A substantial portion of the annual arisings is being utilized directly on the railways; some portion is converted for the railways by Ordnance Factories and private steel foundries and Rolling Mills, and the balance is supplied to Steel Plants in the Public Sector. It is also proposed to set up a few electric furnaces in the Railway Workshops for melting and processing the scrap and putting it to a variety of uses.

A significant example of the utilisation of, scrap by the Railways is the conversion of the worn out Broad Gauge axles and steel sleepers into their Metre Gauge counterparts, with ancillary uses for the off cuts and manufacture of the bars. A "Material Economy Display" has been set up at Delhi, where items manufactured in Railway workshops from scrap have been exhibited to demonstrate what can be done. Two mobile units, one Broad Gauge and one Metre Gauge, are also under construction and will be taken round to various centres for the same purpose.

Research, Designs and Standards Organisation

36. The activities of the, Railway Research. Designs and Standards Organisation have been expanded. It has since been placed under the charge of a Director General - an experienced officer of the status of a General Manager of Railways - for coordinating the functions of the three different wings of the Organisation. I have also decided to set up an Advisory Committee manned by technical experts and scientists of repute, to advise on the programme of research and technical developments. The organisation will necessarily take time to build up and achieve major results, but the House will be interested to know some of their activities.

The Locomotive Section has designed a new tank engine for use on suburban services; the prototypes are on trial.

The Carriage and Wagon Section of the Mechanical Design Wing finalised designs of Broad Gauge refrigerated vans for transport of fish. Further study on the transport of fruit and vegetables in cooled vans is in progress. The layout of sleeping coaches for third class passengers, providing the same number of berths at night as the number of seats during the day, has been finalised; some of these have already been put into service. Considerable investigation has been made in respect of the dew and the strength of the new type of lie wagons. Another investigation in hand is to reduce the ratio of tare weight to the pay load of wagons. Investigations about the use of coal ash as aggregate and as Pozzolana, for replacement of lime and cement and enlargement of the scope for treatment of boiler feed water with indigenous softening compounds, as well as study in the preparation of paints and emulsions from material available in the country, were conducted. Impact tests were carried. out, with petrol tank wagons, to evolve the most suitable type of internal baffles and also saddles for mounting them on the underframe. Nine patents were taken out by the Organisation during the year.

Committee for Transport Policy

37. Since the question of the diversion of high-rated traffic to road transport came up before this House, considerable controversy has proceeded on this subject. The Planning Commission have remitted this problem to a Committee under the chairmanship of Shri K. C. Neogy. It is hoped that, out of their deliberations, a national transport policy will evolve, which would cater to the transport needs of an expanding economy and reconcile the differences of outlook` into an integrated pattern most beneficial to the country.

Improvement In Freight Services

38. With a view to improving the quality of service, the Railway Administrations have initiated a number of steps, such as opening of a large number of out agencies and city booking agencies, introduction of street delivery and collection services at important cities, expansion of the Quick Transit and Express Goods services, wherever feasible. Another important facility afforded is the reduction in the minimum weight for charge in respect of certain commodities. I may also mention that special "in-transit rates" have been introduced for plantains booked from East Khandesh area. to Amritsar, thus facilitating sorting out the riper plantains at Delhi for local sale before despatching the balance onward to Amritsar. This obviates the additional burden experienced in the past due to height on the fresh booking from Delhi under normal rules. In the suit the rates charged are not much higher than the rates which would aye been paid, if the plantains had been booked through to Amritsar as one transaction. The facility has resulted in substantial savings to Trade.

Stimulating of Exports

39. The question of reduction in freight rates for stimulating exports has continued to receive attention. A number of requests were considered by the inter-ministerial committee set up for the purpose, and concession was extended to 16 additional commodities raising their number to 25. For expeditious clearance of export traffic, all such traffic has been upgraded' to item `D' of the Preferential Traffic Schedule, which would result in prompt clearance of traffic to ports.

Change-Over To The Metric System

40. As the House is aware, the Indian coinage (Amendment) Act, 1955, was passed in the year 1955, and the Railways switched over to the decimal coinage from the 15th of September, 1957, in the case of passenger fares, and from the 1st of October, 1958, in the case of freight on goods, parcels and other traffic. In pursuance of the Standards of Weights and Measures Act of 1956, a beginning will be made by the Commercial Department of the Railways by adopting the Metric system of weights and measures from 1st April, 1960. From that date, the unit of weight for purposes of charge will be quintal. (or 100 kilograms) instead of maund, and the distance between stations will be reckoned in kilometres instead of in miles. The passenger fare tables will give the fares in terms of kilometres instead of miles, and the rates for goods, parcels and other traffic will be notified in terms of per quintal (100 kilograms) per kilometre, instead of per maund per mile. In change-over from one system to the other, a slight variation by way of either an increase or a decrease in the fares and freight rates between specific points is inescapable consequent on the rounding off rules. These variations have been kept down to the minimum necessary.

Passenger Amenities And Increase In Train Services

41. We have for several years now been following a regular programme of improving amenities for passengers in well-defined directions, specially for the III class passengers. This programme will be continued in the Budget year. All steps which have been recently initiated for providing amenities and travel facilities for the passengers are designed to overtake the problems of overcrowding and to improve the conditions of travel.

I am glad to be able to say that overcrowding has been appreciably checked. On the Metre Gauge, there has been decrease from 30 per cent in 1955 to 14 per cent, in 1958, and on the Broad Gauge from 16 per cent in 1955 to 13 per cent in 1958. Census results indicate that overcrowding is now mostly confined to certain popular trains on the main lines, and that too over specific areas or sections. There has been no lack of endeavour on the part of the Railways even in the cases referred to, but there are limitations. Railways have been directed to increase the passenger carrying capacity of trains by withdrawing dining cars and air-conditioned coaches, where these were not fully justified, as well as by increasing the number of coaches on passenger trains to the maximum extent possible.

During 1958-59. 170 new trains were introduced, 151 on the Broad Gauge (which include 17 diesel rail services. in replacement of steam services) and 19 on the Metre Gauge, while the run of 85 trains was extended - 57 on the Broad Gauge and 28 on the Metre Gauge; the consequential increase in daily train mileage was 5,269 on the Broad Gauge and 1,846, on the Metre Gauge. During the current year, upto 1st December 1959, 178 new trains were introduced - 157 on the Broad Gauge and 21 on the Metre Gauge - while 118 trains were extended - 93 on the Broad Gauge and 25 on the Metre Gauge; the resultant increase in daily train mileage is 9,258 on the Broad Gauge and 2,334 on the Metre Gauge. A weekly Janata Express train was introduced from 2nd/4th September 1959 , between Howrah and Hardwar, and the frequency of Janata trains running between Bombay V.T. and Madras was increased from bi-weekly to tri-weekly from 1st October 1959.

A start has been made to provide sleeping accommodation to III clam passengers travelling over 500 miles without any additional charge. This will give some relief to long distance passengers. As I stated earlier, a new type of third class coach, with equal capacity of bergs as seats, was designed, and is now running on the Madras-Howrah Mails and Delhi-Bombay Central Janata Expresses. Construction of 200 more Broad Gauge sleeper coaches and 200 more Metre Gauge coaches of the new design has been ordered; as these coaches become available, the service will be extended to additional trains. The long-term objective is to provide at least one such coach on each long distance train.

Accidents

42. It is gratifying that there has, been no major accident in the current year. Another satisfactory feature is that even amongst the nine accidents enquired into by the Government Inspector of Railways' during the year, only three had involved any fatalities; even in these cases, the fatalities were only 5, as compared to 83 and 50 in railway accidents during the previous two years (1957-58 and 1958-59). Irrespective of whether this is fortuitous or is a reflection of sustained human endeavour, we can only work and pray for continued absence of any serious mishaps.

A comprehensive Review of Accidents on Indian Railways has been furnished with the Budget papers. It brings out that improvement has been maintained despite a slight increase under certain categories. Judged in the light of the increasing volume and tempo of traffic, the position seems to be satisfactory, as far as it goes. Without any reservation. I want to assure the. House that there is no complacency in this regard.

Besides the strict watch which is being kept at all levels, a persistent endeavour is being made to enliven safety consciousness amongst staff. The Review would furnish to Hon'ble Members an idea of the preventive measures which are being implemented to reduce the incidence of accidents. In many cases the cause of the accidents has been determined as "human failure". I do hope that the Railway staff would continue to discharge their duties with greater attention and care so as to set up a high standard of safety. A high sense of duty and discipline is indispensable in the performance of the task of a Railwayman. I am sure they will give no cause for complaint, to any body on this score. It is also hoped that they will receive cooperation and encouragement from all sections of Society in developing this sense of duty and discipline.

Eradication Of Corruption

43. The problem of weeding out corruption, as the Hon'ble Members will appreciate, is no small task, and is a reflection of the general standard of morality in the country. It is, therefore, a big national problem. We are, however, pursuing this evil with determination. Activities of the Vigilance Organisation were intensified, with encouraging results. 1,854 cases were dealt with, and finalised, in 1958-59, culminating in disciplinary, action in 1,349 cases. Assistance and cooperation of various Chambers of Commerce. Trade Union, officials and railwaymen has been sought, to make the drive for eradicating corruption more effective. I am grateful to the Members. of Parliament and of State Legislatures for the growing interest evinced by them in these matters. I am regularly receiving not only complaints, but suggestions also, from the Hon'ble Members, the business community at large and the general public. There is growing evidence of cooperation and help from everyone, for which I am. thankful.

Alarm Chain Polling And Ticketless Travel

44. It is a matter of regret that, in spite of every effort and appeals all round, the incidence of alarm chain pulling has not only not abated but has tended to show an increase, much to the inconvenience of the general users of Railways. Efforts have continued in the shape of educative propaganda in schools and colleges, intensive checking by Railway staff in cooperation, with the State Police, blanking off of alarm chain apparatus, increase in the penalty for misuse of the alarm chain, etc. We have, however, not yet succeeded in awakening social consciousness to a degree so as to receive cooperation from the other passengers in locating the evil doers.

45. The evil of ticketless travelling also continues, in spite of a sustained drive to combat it. Members of the National Railway Users' Consultative Council were already authorised to secure the aid of Ticket Examiners on trains, to exercise checking of tickets in their presence. This authority has been extended to the members of the Zonal and Divisional Committees as well. Here again, may I request the Hon'ble Members to extend their cooperation in awakening the public conscience against this social evil and strengthening our hands in combating it.

46. Sustained efforts have continued to secure further improvement in regard to the reduction and prevention of claims for goods lost or damaged. As a result of various measures taken during 1958-59, the position, in regard to both the incidence of new claims and the amount paid as compensation, has shown an improvement. The number of new claims during 1958-59 was 4,64,071, against 4,76,856 in 1957-58; the amount paid was Rs. 3.13 crores in 1958-59, against Rs. 3.27 crores in 1957-58. The amount of compensation claims paid by our railways, however, is still high. There is no relaxation of effort in this matter, and the steps taken to minimise the claims will be continued and intensified.

Catering

47. Departmental catering has now come to stay - its turnover has risen to over Rs. 2 crores per year. In order to cater to the needs of the ordinary passenger, 'Janata Meals' at a low cost have been introduced. Public opinion to an increasing degree is being associated with Departmental Catering by setting up local advisory committees of well-known social workers, preferably ladies. The Members of the National Railway Users' Consultative Council have also been requested to assist by checking and reporting on the functioning of the catering establishments, wherever possible. I appreciate that much remains to be done but it shall be our constant. endeavour to effect further improvements in regard to this important aspect of service to the travelling public.

Non-official Committees

48. I am grateful to the various non-official Committees, such as the Users Consultative Committees, Time-table Committee, Suburban Railway Users' Consultative Committee, Passenger Amenities Committee, Catering Supervisory Committee and the Book-Stall Committee, who have continued to render valuable assistance to the administration in improving the services to their patrons. Ad hoc Committees consisting of

eminent educationists and authors in English and in Hindi and in all the Regional languages were constituted to prepare a list of about 100 books in each language, which could be made available for sale at Railway Book-stalls of the respective areas some of these Committees have finalised their selections, While the deliberations of others are in progress. This will improve the service in the book-stalls on the various Railways.

Parliamentary Consultative Committees

49. In consultation with you, Sir, and the Minister of Parliamentary Affairs, Zonal Parliamentary Committees have been constituted which meet a respective General Managers of the Zonal Railways in comply with the Railway Minister, his deputies and the Railway Board, Two such meetings have been held, and a great variety of problems of interest have been discussed in a free and informal way. I have emphasised on maintaining the informal character of these meetings so that subjects may be discussed without any reserve on both sides. I consider this is a useful forum for the Members of the Parliament to discuss Railway matters, with the Administration, where day-to-day problems may be sorted out. This procedure, I am sure, will resolve many problems and save time of the House.

International Railway Congress Association

50. The Permanent Commission of the International Railway Congress Association, held their annual session here in December, 1959. The discussions of a highly technical nature were beneficial to us, but much more valuable was the exchange of thoughts on technical and administrative. matters between our Railwaymen and the top ranking Railway Executives assembled on the occasion. The members of the Permanent Commission were shown round some of the important development works under execution, and they were greatly impressed by our technical advancement according to a communication received by me, from the President of the International Railway Congress Association.

Railway Protection Force

51. I can well appreciate the general feeling in regard to crime on the Railways and the sense of insecurity generated thereby. Though law and order is a State subject, I have endeavoured to ensure that constant and effective liaison is maintained with the State Governments in this matter and whatever we can do must be done. Various meetings have been held with the officials of the State Police, to emphasise the need for greater vigilance. At our instance, the Home Ministry have addressed the State Governments to take up this matter with greater vigour.

Recently, at a conference of State Inspectors General of Police, this question was prominently put to them and their assistance solicited.

We have also very recently designed an arrangement in which a push-button will be provided, in the ladies' compartments; this, if pressed, will start the ringing of a bell in the guard's lobby and light up a red light outside the compartment. The experiment will now be tried out on one or two important trains on different Railways. If any other idea of a practical nature occurs to any one, I would request that it may be passed on to us.

Further progress has been made in the reorganisation and consolidation of the Railway Protection Force as a national force and in its training for dealing more effectively with security arrangements on the Railways. The overall crime position in regard to Railway property remained well under control. The Railway Protection Force staff are being trained with the Police in up-to-date methods of prevention and detection. A dog squad, was , also formed, on one Railway to hunt out the criminals. The Armed Wing of the Force played an important part, in particular, in maintaining the morale of the Railway Staff in outlying areas, and acted in support of the Uniformed Branch in dealing firmly with the criminals. Two companies of the Armed Wing were sent on the request of the Government of Assam, to assist the Stale Police in the disturbed areas. Anti-sabotage measures have been further examined in consultation with the Intelligence Bureau, and intensified patrolling introduced where necessary. There are still certain acts of indiscipline, obstruction to trains by passengers, thefts from Railway yards and other railway installations, damage to Railway equipment, and nuisance of beggars and hawkers. It is a very regrettable feature that some students, who will be leaders in future in various fields of our national life, at times, indulge in undesirable activities like ticketless travel and alarm chain pulling, thereby putting many people to inconvenience. In the eradication of all these evils, cooperation of the public will be of invaluable assistance. To awaken the public conscience to a realisation of the value we attach to their cooperation in combating crime on Railways, a committee known as "Public Cooperation Committee" consisting of 10 Members drawn from the members of the National Railway Users' Consultative Council and including Members of Parliament, was constituted. The, Committee have already met twice, and are considering the suggestions received from the various passenger

associations, Chambers of Commerce, etc.

Staff Welfare

52. The, House is aware that the Government stands committed to follow a progressive policy in relation to its workers. Medical facilities have been substantially expanded and improved. A beginning has been made in setting up family planning centres. Steps have also been taken during the current year to implement, the National Malaria Eradication Scheme in collaboration with the States.

53. During the first three years of the Second Plan, 36,000 quarters have been constructed. and 9,000 are expected to be added during the current year. Provision for some 10,000 quarters has been made in 1960-61, bringing the total number of quarters to 55,000 during the entire plan period. In addition, the Railway Administrations continue to improve the standards of amenities provided in the older types of quarters.

54. 431 primary schools have been opened recently to augment the education facilities provided for the children and wards of Railway employees. 5 High Schools are being converted into multi-purpose schools, and discussions with the State Governments are in progress for similar conversion of some more, As indicated in my Budget Speech last year, subsidised hostels have been started in the major linguistic areas in suitable rented houses or other available buildings to accommodate the children of the employees who are posted outside their own linguistic area.

One of the Directive Principles of State Policy in the Constitution is that free education should be provided for all children. In pursuance of this, most of the States have provided free primary education, while a few others are in various stages of implementing this policy. In a number of railway schools, already no tuition fees are charged in the primary classes. Keeping in view the objective in the Constitution, I have decided that full remission of fees in primary classes should be allowed to children of railway employees in all railway schools where the medium of instruction is an Indian language.

55. The provision of facilities for imparting adequate training to the recruits to the various Railway Services and refresher and promotion courses for serving employees has continued to receive attention. A number of basic training centres have been set up and more are being put up in the various workshops and running sheds as recommended by the Estimates Committee. It has also been decided to expand the existing facilities in the workshops to a small extent, to give "in-plant training" to nominees of other departments, State Governments and semi-Government bodies at their cost. A Committee consisting of two retired General Managers has been appointed to review the facilities available in Railway training schools and to recommend measures to standardise the curriculum and improve the standards of training.

56. The holiday home at Pahalgam, which owes its existence to the good offices of the Prime Minister of Kashmir, was made available to the staff during a part of the 1959 summer season. I have no doubt that this holiday home will develop into one of our most popular centres of rest and recreation.

Cooperative Activities on Railways

57. Cooperative activities have continued to advance. The total working capital of the 26 cooperative societies on the Railways amounted to Rs. 24.42 crores on 31st March, 1959. Besides these, there are about 143 consumer cooperative societies with a turnover of about 104 lakhs. These societies are becoming increasingly popular.

Labour Relations

58. The negotiating machinery established to deal with labour organisations functioned satisfactorily at the centre and on the Railways.

59. The relations with Railwaymen throughout the year remained cordial. Unfortunately, our endeavour to combine the two Railway Federations did not succeed, and ultimately, in August 1959, I decided that, the All India Railwaymen's Federation would be accorded the same privileges and facilities as the National Federation of Indian Railwaymen. I still hope that the two Federations may unite, which I am convinced will prove more beneficial to the employees.

60. The Ad Hoc Tribunal, which had been set up to deal with the two items on which agreement could not be reached between the Railway Board and the National Federation submitted its recommendations sometime ago. With the setting up of the Pay Commission, it was decided that the decision on the recommendations might be deferred until the receipt of the Pay Commission's Report. Now that it has been

received, the recommendations of the Ad Hoc Tribunal will be taken up and considered in the light of the Pay Commission's Report.

61. The question of participation of workers in management has been exercising our mind for some time now. An Officer on Special Duty was appointed to study the matter and report. He has submitted his report and the proposals are under scrutiny.

Extra Curricular Activities

62. The House is aware of the very high position which the Railways occupy in the field of sports and athletics. The Railwaymen maintained their supremacy in. Hockey, Volley Ball, Kabaddi and Weight Lifting. The lady workers brought laurels by becoming the National Champions in Table Tennis, one of our employees, Kumari Arati Saha of the Southeastern Railway, has raised the national prestige by becoming the first Asian girl to swim across the English Channel.

The Railway workers continued to derive full benefit from their institutes and clubs. With a view to providing some of the institute facilities to the railway staff posted at wayside stations, the Railways have been advised to establish mobile libraries. These libraries have started functioning on two Railways and will soon be introduced on other Railways as well. In June 1958, the Railways were advised to open handicraft centres in railway colonies where the women folk of railwaymen could be taught handicraft such as weaving, spinning, knitting, tailoring during their spare time. The Railways were advised in April 1959 that they should consider placing trial orders on a limited scale on these centres for the supply of selected articles. The idea has been genitally welcomed by the railwaymen and it is hoped that within a few years the scheme will develop further and add to the well-being of railway families generally.

I made mention in my last Budget Speech of the encouragement given to cultural activities on the Railways. The Railway Week in April 1959 again provided a good opportunity for railwaymen and their family members to display their excellence in the Act of art, drama, music, etc. As in the previous years, a Central Handicrafts and Fine Arts Exhibition was also organised an this occasion at Delhi and at the Zonal, Divisional and District Headquarters of the Railways. Suitable awards and prizes were given for outstanding exhibits. The increasing popularity of these activities is bringing out more and more of the talents and potentialities of railwaymen while simultaneously stimulating mental and physical recreation.

There is little doubt in my mind that these recreational and cultural activities help in inculcating the spirit of comraderie and enthusiasm for joint and sustained efforts in their duties amongst the large family of railwaymen spread over the far flung corners of this vast country.

Conclusion

63. Once again I would like to place on record my appreciation of the sustained and creditable performance of railwaymen of all levels, particularly in executing the arduous task of implementing the Second Five Year Plan. The Third Five Year Plan, with problems of even larger dimensions, is not far away, and I am sure that continued appreciation, goodwill and good wishes of every one will act as a stimulus to the railwaymen to tackle the bigger tasks ahead.

64. I am grateful, Sir, to you and the House for the patient hearing I have been given and for the support and encouragement I have been receiving in ample measure from the Parliament, the general public and from State Governments.

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